

**GENERAL NOTES:**

CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR SHALL BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

ALL REINFORCING BARS ARE TO BE SECURELY WIRED IN PLACE AND ADEQUATELY SUPPORTED ON BAR CHAIRS BEFORE CONCRETE IS PLACED. I.M. 451.01 REQUIREMENTS SHALL APPLY FOR BAR CHAIRS.

ALL PRESTRESSED CONCRETE BEAMS ARE TO BE SET VERTICAL.

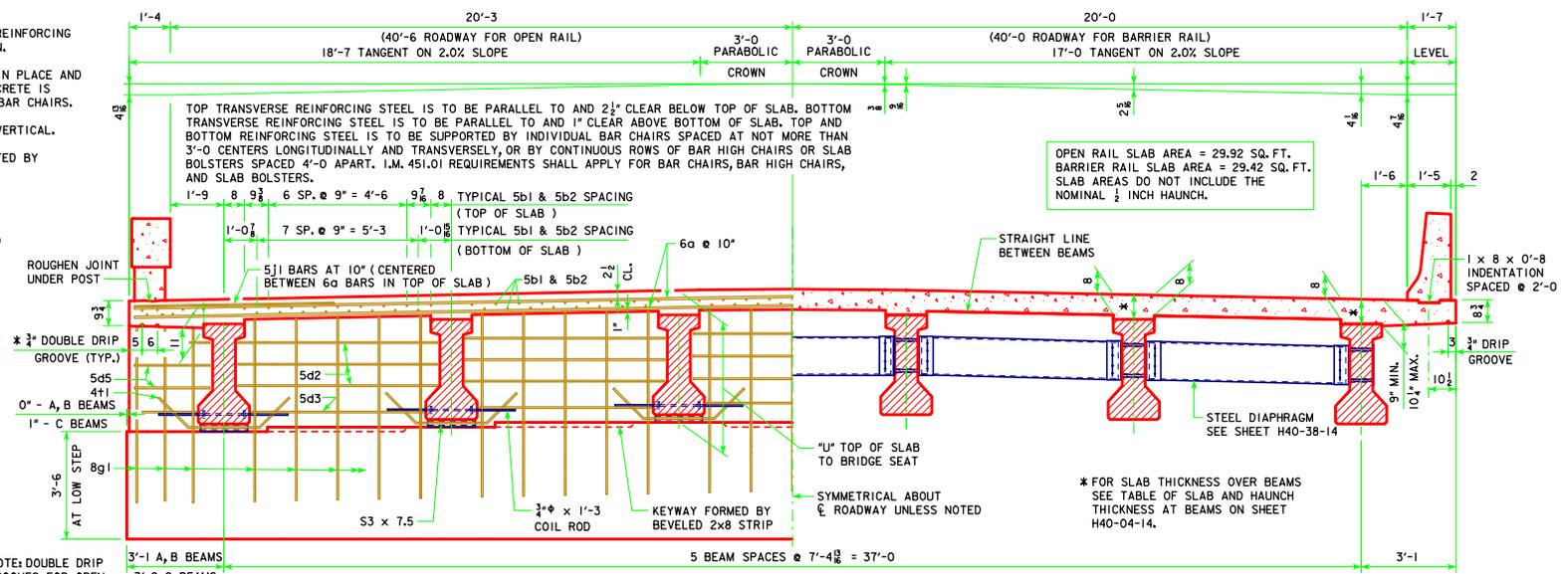
FORMS FOR THE SLAB AND RAILS ARE TO BE SUPPORTED BY THE PRESTRESSED CONCRETE BEAMS.

WEIGHT OF DRAINS IS INCLUDED IN THE STRUCTURAL STEEL QUANTITY.

THE PIER AND ABUTMENT DIAPHRAGM CONCRETE IS TO BE PLACED MONOLITHICALLY WITH THE FLOOR SLAB.

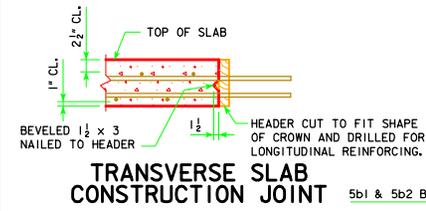
ALL REINFORCING STEEL IS TO BE GRADE 60.

COST OF ALL PREFORMED EXPANSION JOINT FILLER MATERIAL IS TO BE INCLUDED IN THE PRICE BID FOR "STRUCTURAL CONCRETE (BRIDGE)".

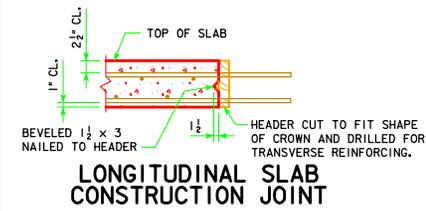


**HALF SECTION NEAR ABUTMENT**  
(OPEN RAIL SHOWN)

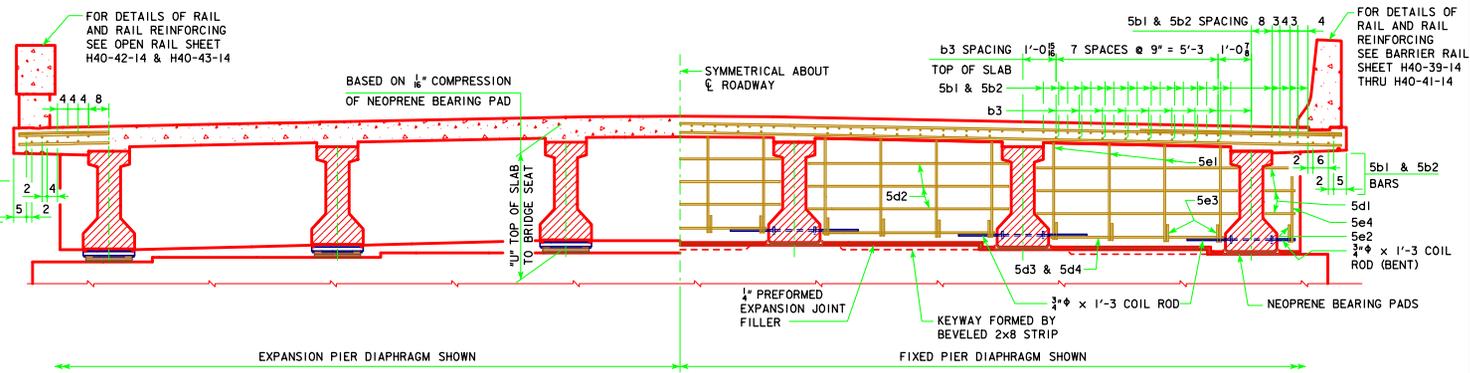
**HALF SECTION NEAR MID SPAN**  
(BARRIER RAIL SHOWN)



**TRANSVERSE SLAB CONSTRUCTION JOINT**



**LONGITUDINAL SLAB CONSTRUCTION JOINT**



**SECTION NEAR PIER**

**LENGTH OF S3 x 7.5**  
(ABUTMENT BEAM SEAT)

BEAM BOTTOM FLANGE WIDTH	LENGTH OF S3 x 7.5
1'-5"	1'-3 1/2"
1'-8"	1'-6 1/2"

LATEST REVISION DATE  
*Thomas E. McQuinn*  
APPROVED BY BRIDGE ENGINEER

**IOWADOT** Highway Division  
STANDARD DESIGN - 40' ROADWAY, THREE SPAN BRIDGE  
**PRETENSIONED PRESTRESSED CONCRETE BEAM BRIDGES**  
SEPTEMBER, 2014

**SUPERSTRUCTURE DETAILS**    **H40-03-14**